

**Amendments to the Claims:**

This listing of claims will replace all prior version, and listings, of claims in the application:

**Listing of Claims:**

1-10. (Canceled).

11. (New) A method for coordinately activating at least two systems of a motor vehicle, the method comprising:

influencing handling characteristics of the motor vehicle and following an activation sequence of at least one of a chassis control system, a steering system and a braking system; and

activating a subsequent system in the sequence so as to occur, in at least some of the activations of the systems, as a function of at least one of the activation and an effect on the handling characteristics achieved by the activation of a preceding system in the sequence.

12. (New) The method of claim 11, wherein in the activation of one of the systems, at least one of the operating state and the system's effect on the handling characteristics achievable by the activation are taken into account.

13. (New) The method of claim 11, further comprising:

determining a deviation between specifiable nominal handling characteristics and current actual handling characteristics, wherein the activation occurs as a function of the determined deviation.

14. (New) The method of claim 11, further comprising:

determining a stabilizing variable representing the deviation between specifiable nominal handling characteristics, nominal handling characteristics by a driver command being provided, and current actual handling characteristics; and

determining a nominal yaw moment as a function of a stabilizing variable, the activation of the systems occurring as a function of a nominal yaw moment.

15. (New) The method of claim 13, wherein the activation is performed so as to reduce the determined deviation to a minimum, the activation occurring so that the minimum is achieved by the activation of a preceding system in the sequence, and wherein in the activation of a system the minimization of the deviation achieved from the activation of preceding systems is taken into account.

16. (New) The method of claim 11, wherein in the activation of a subsequent system, following an implemented activation of a system, a necessity of an additional activation of a subsequent system is verified.

17. (New) The method of claim 11, wherein at least one of the following is satisfied:

by activating the chassis control system, a force between the vehicle body and at least one wheel unit is influenced, through an adjustment of at least one of a spring and a damping property,

by activating the steering system, a position of at least one steerable wheel of the motor vehicle is influenced, and

by activating the braking system, a braking force on at least one of the wheels of the motor vehicle is influenced.

18. (New) A device for coordinately activating at least two systems of a motor vehicle, comprising:

an influencing arrangement to influence handling characteristics of the motor vehicle and follow an activation sequence of at least one of a chassis control system, a steering system, and a braking system, wherein the activation of a subsequent system in the sequence occurs, in at least some of the activations of the systems, as a function of at least one of the activation and an effect on the handling characteristics achieved by the activation of a preceding system in the sequence.

19. (New) The device of claim 18, wherein in the activation of a system at least one of an operating state and the effect of the system on the handling characteristics achievable by this activation are taken into account.

20. (New) The device of claim 18, further comprising:

a first arrangement to determine a deviation between specifiable nominal handling characteristics and current actual handling characteristics;

a second arrangement to perform the activation as a function of the determined deviation.